Amendments to the Claims

1-8. (cancelled)

9. (new) A brake system comprising:

a brake disk stack;

a reciprocating ram;

a motive device operatively connected to the reciprocating ram for selectively moving the reciprocating ram into and out of forceful engagement with the brake disk stack for applying and releasing braking force on a rotatable wheel;

a controller for controlling the motive device for selective control of the reciprocating ram and regulation of the force applied by the reciprocating ram against the brake disk stack, and

a position sensor which supplies a position signal representative of the position of the reciprocating ram; and

wherein the controller includes means for effecting movement of the reciprocating ram for loading the brake disk stack by a predetermined amount to obtain from the position sensor a present displacement value of the position signal, and then using said present displacement value to determine a running clearance position of the reciprocating ram.

10. (new) A brake system as set forth in claim 9, wherein said using step of said running clearance adjustment routine includes the steps of subtracting a predetermined clearance value from said present displacement value to obtain a new running clearance value, storing the new running clearance value in memory, and then using the new running clearance value in determining the running clearance position of the reciprocating rams.

11. (new) A brake system as set forth in claim 9, wherein the position sensor includes a LVDT transducer.

12. (new) A brake system as set forth in claim 9, wherein the motive device is an electric motor.

13. (new) A brake system as set forth in claim 12, wherein said controller includes a processor for controlling the position of the actuator ram and the force applied by the ram against the brake disk stack.

14. (new) A brake system as set forth in claim 9, comprising a plurality of actuator assemblies each including a said reciprocating ram, a said motive device operatively connected to the reciprocating ram for selectively moving the reciprocating ram into and out of forceful engagement with the brake disk stack for applying and releasing braking force on a rotatable wheel, and a said position sensor which supplies a position signal representative of the position of the reciprocating ram.

15. (new) A brake system as set forth in claim 10, wherein each said motive device includes an electric motor.

16. (new) A brake system as set forth in claim 15, wherein each motor has associated therewith an electric motor brake operable to hold the ram in a brake force applying position so that power to the servo motor can be shut off.

17. (new) A brake system as set forth in claim 9, in combination with an aircraft wheel assembly.

18. (new) A method for measuring wear of a brake disk stack in a brake system, the brake system including a motive device operatively connected to a reciprocating ram for selectively moving the reciprocating ram into and out of forceful engagement with the brake disk stack for applying and releasing braking force on a rotatable member, and a controller for controlling the motive device for selective control of the reciprocating ram and regulation of the force applied by the reciprocating ram against the brake disk stack, said method comprising the steps of:

using a position sensor to supply a position signal representative of the position of the reciprocating ram;

effecting movement of the reciprocating ram for loading the brake disk stack by a predetermined amount to obtain from the position sensor a present displacement value of the position signal, and then using said present displacement value to determine a running clearance position of the reciprocating ram.

19. (new) A method as set forth in claim 18, wherein said using step includes the steps of subtracting a predetermined clearance value from said present displacement value to obtain a new running clearance value, storing the new running clearance value in memory, and then using the new running clearance value in determining the running clearance position of the reciprocating rams.

20. (new) A method as set forth in claim 18, wherein the step of using a position sensor includes using a LVDT transducer.

21. (new) A method as set forth in claim 18, wherein electric motor is used as the motive device for selectively moving the reciprocating ram into and out of forceful engagement with the brake disk stack.

22. (new) A method as set forth in claim 18, wherein the running clearance of each ram of a plurality of actuator assemblies is determined, each actuator assembly including a reciprocating ram, a motive device operatively connected to the reciprocating ram for selectively moving the reciprocating ram into and out of forceful engagement with the brake disk stack for applying and releasing braking force on a rotatable wheel, and a position sensor which supplies a position signal representative of the position of the reciprocating ram.

23. (new) A method as set forth in claim 22, wherein each said motive device includes an electric motor.

24. (new) A method as set forth in claim 15, wherein each motor has associated therewith an electric motor brake operable to hold the ram in a brake force applying position so that power to the servo motor can be shut off.